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SAVE OUR TRAILS STATEMENT

General Plan 2040 Committee Meeting July 27, 2009

“Save Our Trails – Connecting Our Santa Clara County Communities” is a non-profit, unincorporated association of approximately 200 residents and homeowner associations whose mission is to assist local governments to defend, acquire, construct and maintain the Santa Clara County Master Trail System -as adopted by the Cities and County in their general plans and other planning documents- for the enjoyment of all persons.

We appear before you tonight in service to our first mission – assisting local government to **defend** the Master Trail System – **specifically the Three Creeks Trail, also known as the Willow Glen Spur Trail.**

This proposed trail is the key to the entire County Master Trail because it runs through the heart of San Jose (from downtown Willow Glen on the west across to Happy Hollow Park on the east) **connecting** (1) both the Willow Glen and Eastside communities, not only to each other, but also to (2) the downtown Guadalupe River Park and Gardens, (3) the Arena, (4) the proposed Ballpark, (5) the Diridon Caltrain, Lightrail (and proposed Cal High Speed Train) Station, (6) the Guadalupe Trail, (7) the Los Gatos Creek Trail, (8) the Coyote Creek Trail, and (9) the Bay Area Ridge Trail.

The San Jose 2020 General Plan Scenic Routes and Trails Diagram, designates the Three Creeks Trail as a City of San Jose “Scenic Trail.”¹

So does existing City of San Jose Greenprint of August 2000. ²

¹ See: p. 269, Map 17. (Exhibit 1, attached.)

Save Our Trails is simply asking that this Committee preserve these wise designations, rather than abandoning the Three Creeks Trail on the Eastside as the proposed revision to the Greenprint before you tonight inexplicably and harmfully proposes to do. ³

The current General Plan provisions for the Three Creeks Trail that Save Our Trails is requesting that you protect and keep in your proposal for the new General Plan are as follows.

1. The Scenic Routes And Trails Diagram

“The Scenic Routes and Trails Diagram identifies San Jose’s most outstanding natural amenities and establishes guidelines to develop and preserve these resources.

Scenic Routes, trails and pathways are incorporated into a single plan because they share many of the same characteristics and locations. They all provide scenic views of the natural areas of San Jose and are linear in form.”

2. The Place of Trails and Pathways Corridors

The General Plan Text provides as follows for the “**Trails and Pathways Corridors**”:

“Trails and Pathways

Trails and Pathways Corridors are the interconnecting trail system in the City of San Jose, providing many important access links to regional parks and open spaces in or adjoining the City. The Scenic Routes and Trails Diagram indicates these focal points and designates the most feasible and accessible routes to develop trails.

² See: Proposed Trail Routes, Appendix F. (**Exhibit 2**, attached.)

³ See: Maps of (1) Willow Glen Planning Area and (2) Central/Downtown Planning Area, showing the legends “Open” and “Proposed” for the “Willow Glen Spur Trail” in the former, and ellipses accompanied by the cryptic statement “Study area for most feasible east-west connection” where the trail used to be on the latter. (**Exhibit 3**, attached.)

Some right-of-way linkages across private property may be required. As the trail and pathway network continues to develop, joggers, hikers, equestrians and bicyclists will be able to enjoy trail experiences not commonly found in an urban environment.

Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

The types of trails which can be located in a designated Trail and Pathway Corridor are:

- ***Hiking, Walking and Jogging:***

Hiking Trails provide the most universal trail opportunities and are included in all the trail corridors of the plan.

- ***Bicycle Paths:***

Bicycle Paths are generally separated from the roadway and provide a paved surface for bicyclists. Typically they are also open to pedestrians.

In order to extend the network of bicycle paths throughout the City, hiking trails may be paved where feasible to allow off-street connections for bicyclists to desirable urban and natural recreation destinations and to employment centers.”

See: 2020 General Plan Text, p. 268-273, **Exhibit 4**, attached.

3. Trail Standards for Development

The above-referenced trail standards established by the Department of Neighborhood Services are the “Uniform Interjurisdictional Trail Design, Use, and Management Guidelines,” the relevant portions of which are attached as **Exhibit 5**.

They show that for the “High Volume/Urban Experience” trail, (“Level 3”), which clearly describes the trail experience that would be associated with the Willow Glen Spur Trail (i.e., with “Structures and other

cultural improvements (parks, plazas, streets) nearby and readily evident;”
Exhibit 5, p. 3, “Level 3” column), the optimum Trail Route
Easement/Right-of way for a low density residential setting (such as the
Willow Glen Spur is in), is **30 feet (9.1 m)**. (**Exhibit 5**, p. 4)

For all the above reasons, Save Our Trails requests that this
Committee recommend retaining all of the above the existing provisions of
both the General Plan and the Greenprint that provide for making the Three
Creeks Trail a reality, rather than abandoning it, as the current proposal
inexplicably would.

Respectfully submitted,

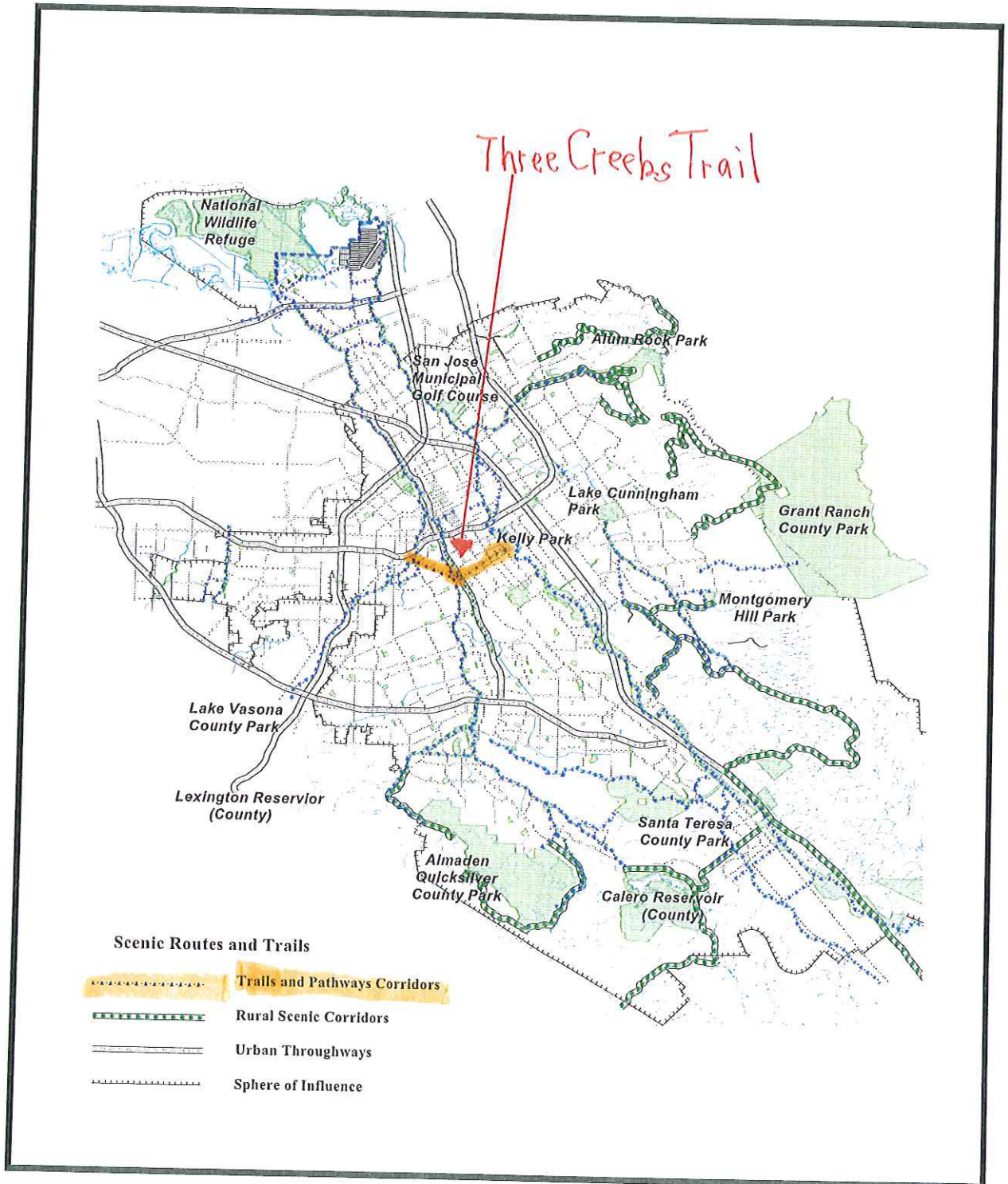
A handwritten signature in blue ink, appearing to read 'Bruce Tichinin', with a stylized, flowing script.

BRUCE TICHININ

SCENIC ROUTES AND TRAILS DIAGRAM

Scenic Routes

Map 17. Scenic Routes and Trails Diagram
Specific Land Use Plan - Adopted 12-8-99



Source: Department of Planning Building and Code Enforcement

City of San Jose

Greenprint

for Parks and
Community Facilities
and Programs

EXHIBIT 2

A 20-Year Strategic Plan



August 2000

Proposed Trail Routes

APPENDIX F

Fisher Creek Trail - This future trail is proposed in the *North Coyote Valley Campus Plan*, and will run along the western edge of the valley from Morgan Hill to the foot of Tulare Hill. A segment of the trail is part of the interim alignment for the Bay Area Ridge Trail.

Goss-Bambi Lane Trail - This short urban trail in Council District 5 will provide access along and over Silver Creek Canal by Capitol Park.

Guadalupe Creek Trail - This 4-mile future trail corridor forks off the Guadalupe River Trail near Almaden Lake Park and connects to Alameda Quicksilver County Park in the Santa Cruz Mountains.

Guadalupe River Trail * - This 25-mile long trail corridor extends from Alviso to Almaden Lake Park. Approximately 3 miles of the trail is completed. The Downtown River Walk and Garden areas, located between Highways 880 and 280, are the centerpiece of the trail.

Hetch Hetchy Trail - This 1.5-mile proposed trail link, between Coyote Creek and the Guadalupe River trails in northern San Jose, was originally envisioned to run along the Hetch Hetchy Aqueduct.

Los Alamitos/Calero Creek Trail * - This 3-mile completed trail starts at Almaden Lake Park and ends at Harry Road, just beyond the confluence of the two creeks. An existing 2-mile dirt trail continues the path to Santa Teresa County Park.

Los Gatos Creek Trail * - Perhaps the most popular trail corridor in the County, this trail extends 11.5-miles from downtown San Jose to Lexington Reservoir County Park in the Santa Cruz Mountains. The City is in the process of completing the trail from Lincoln Street to the Guadalupe River in downtown San Jose.

Montgomery Hill Trail - This trail will connect the proposed Thompson Creek Trail to Grant Ranch County Park.

Penitencia Creek Trail * - This 6.5-mile trail corridor connects the Coyote Creek Trail to Alum Rock Park, the oldest municipal park in the State, and to the Bay Area Ridge Trail above Alum Rock Park.

Santa Ana Creek Trail * - This 4.5-mile trail corridor runs parallel to the Lawrence Expressway from Highway 280 to English Drive along the Water District maintenance road to Saratoga Creek.

Silver Creek Trail * - The trail runs throughout the Silver Creek Valley County Club area in southern San Jose and connects the Thompson Creek Trail to the Coyote Creek Trail.

Thompson Creek Trail - This 13.5-mile long trail will run from Lake Cunningham Park to the City limits along San Felipe Road, where the trail will continue along San Felipe Road as a County Trail.

Willow Glen Spur Trail - This future 3.5-mile trail would

Proposed Trail Routes

replace the existing railroad spur when it is abandoned. This trail would connect the Los Gatos Creek Trail, the Guadalupe River Trail and the Coyote Creek Trail in the middle of San Jose.

* denotes adopted Trail Master Plans

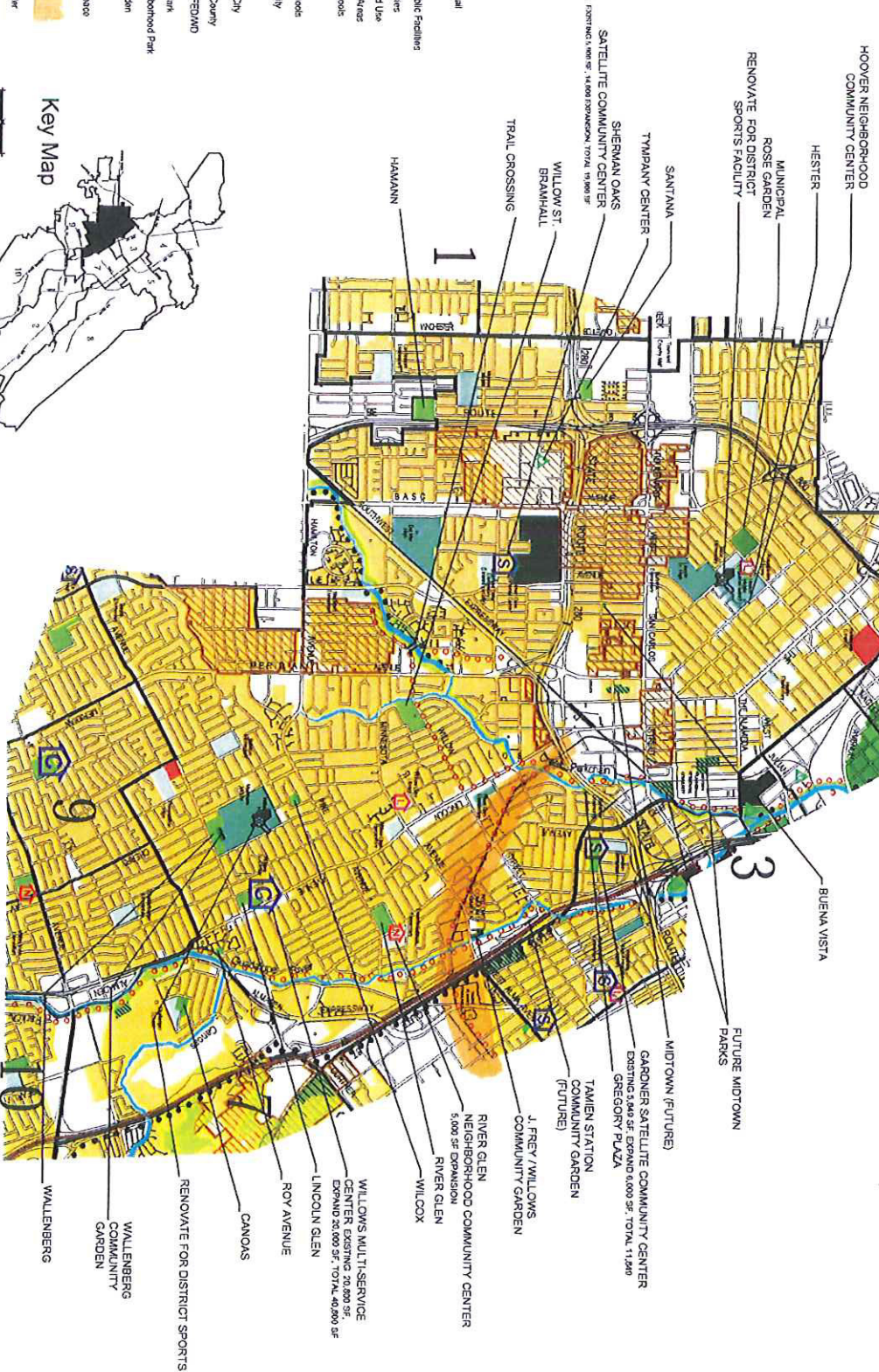
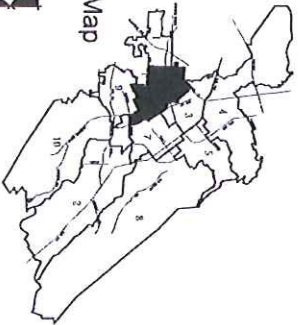
Council District 6

Department of Parks, Recreation, and Neighborhood Services
City of San Jose

- Legend**
- Existing Light Rail
 - Major Streets
 - Public/Open Public Facilities
 - Direct Boundaries
 - Residential Land Use
 - Unincorporated Areas
 - Elementary Schools
 - Middle Schools
 - San Jose High Schools
 - College/University
 - Other Schools
 - Regional Park - City
 - Regional Park - County
 - Regional Park - FEMCO
 - Neighborhood Park
 - Proposed Neighborhood Park
 - Community Garden
 - Golf Course
 - Historic Open Space
 - Existing Trails
 - Proposed Trails
 - Multi-Service Community Center
 - Satellite Community Center
 - Neighborhood Center
 - Library
 - Sports Facility
 - Potentially Managed Facility

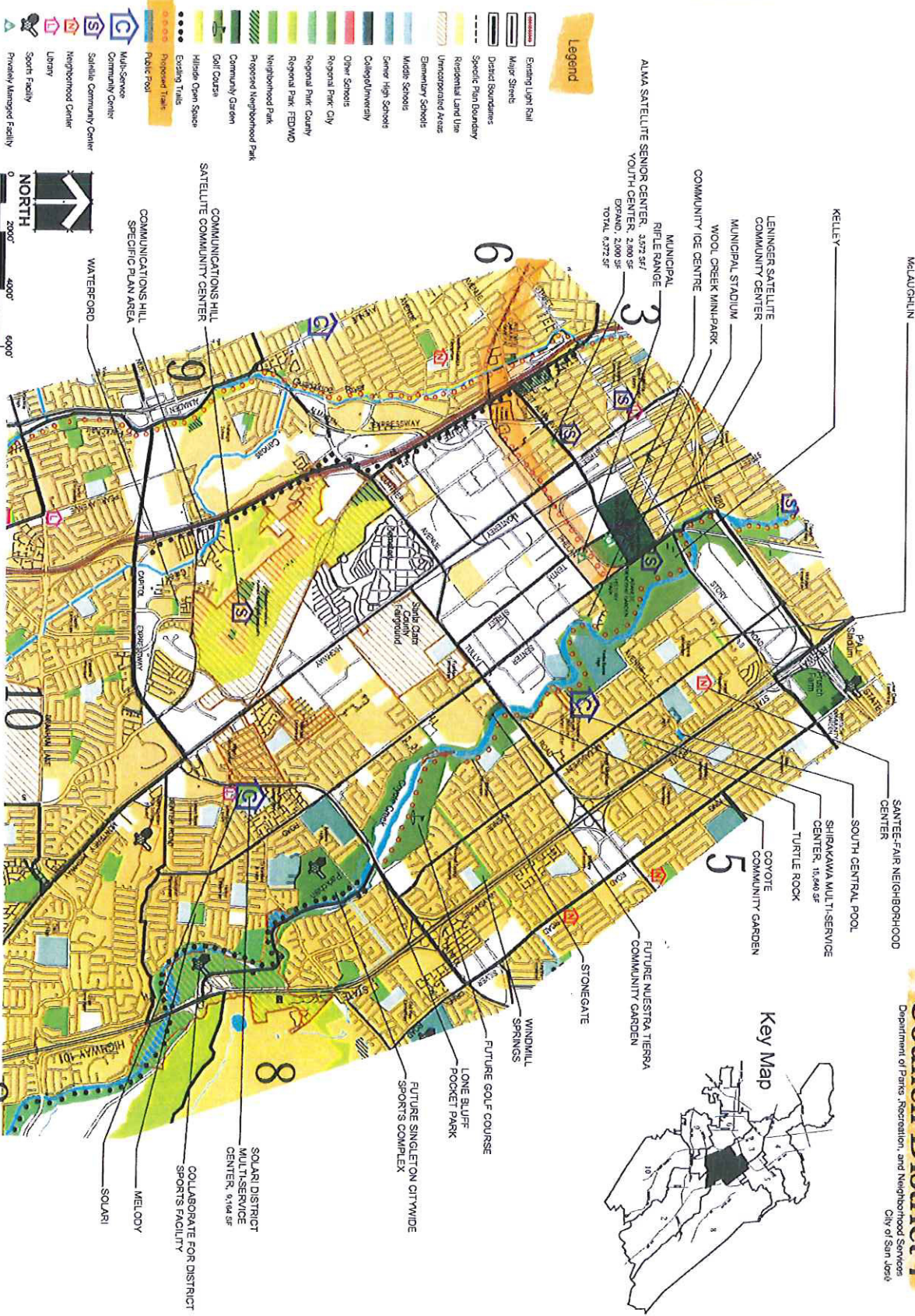
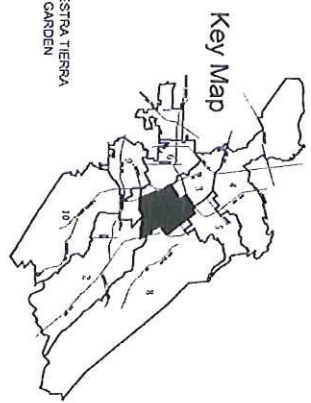


Key Map



Council District 7

Department of Parks, Recreation, and Neighborhood Services
City of San Jose



Willow Glen Planning Area

- Parks**
- Regional
 - Neighborhood
 - Community Garden
 - Tot Lot
 - Historic
 - Sports
 - Dog Park
 - Skate Parks
 - Future/Potential Park Site
- Trails**
- Open
 - Proposed
 - County Trails
 - Bike Lanes
- City Council District**
- 1 2 3 4 5 6 7 8 9 10

Regional Parks

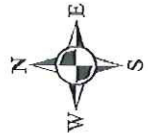
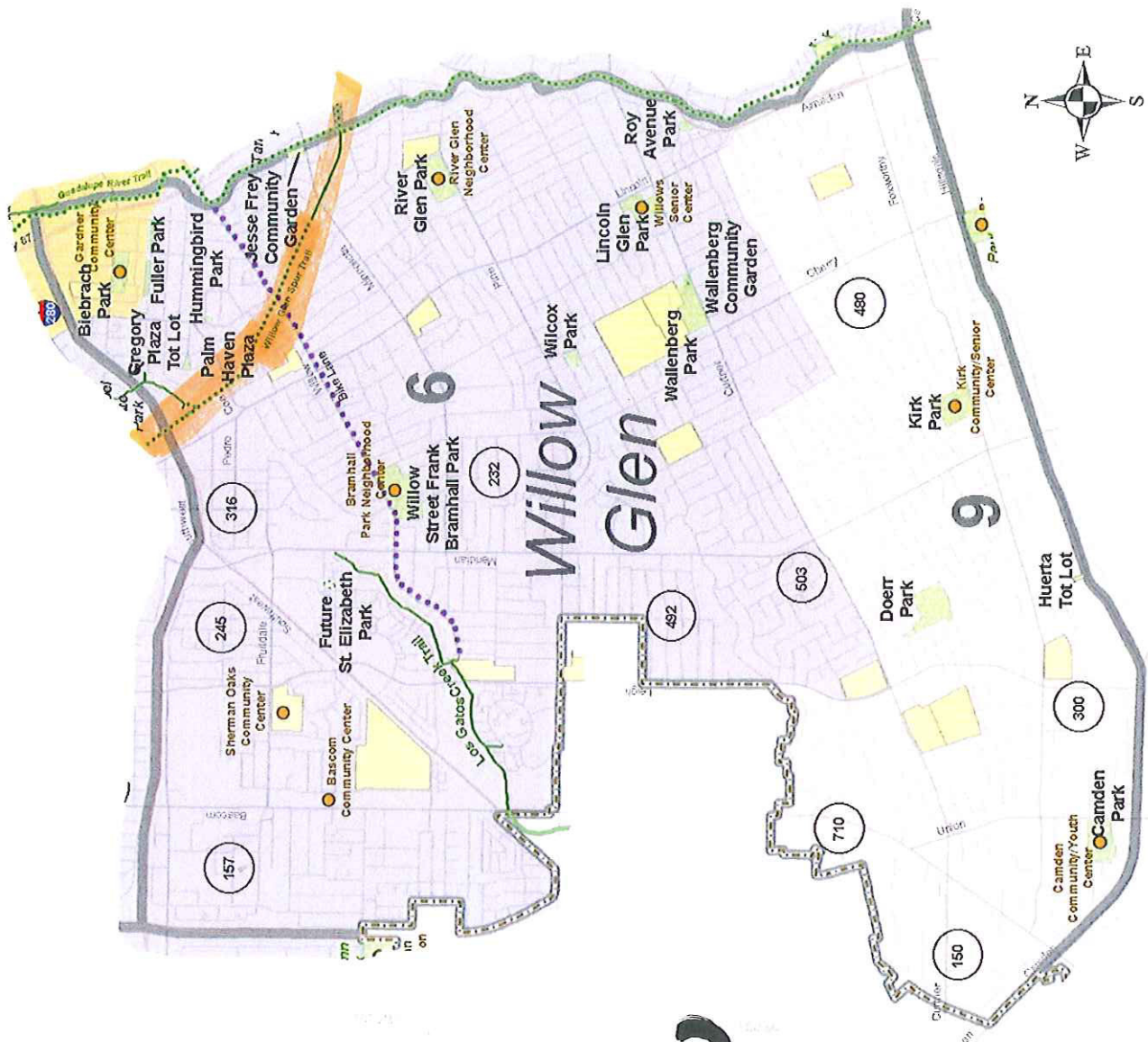
- Open
- Future

- Community/Youth/Senior Centers
- Urban Growth Boundary

Schools

- Public Schools (open to public)
- Public Schools (not open to public)
- Leased Properties (not open to public)
- Underserved Area Location (# of Households)

EXHIBIT



0 0.1 0.2 0.4 0.6 0.8 Miles

Trails



 Open

Public Schools
(open to public)



TABLE OF CONTENTS

SAN JOSE 2020 GENERAL PLAN TEXT (as of May 20, 2008)

TABLE OF CONTENTS

The following pages include the Table of Contents (TOC) of the 2020 General Plan as well as the List of Figures and List of Maps.

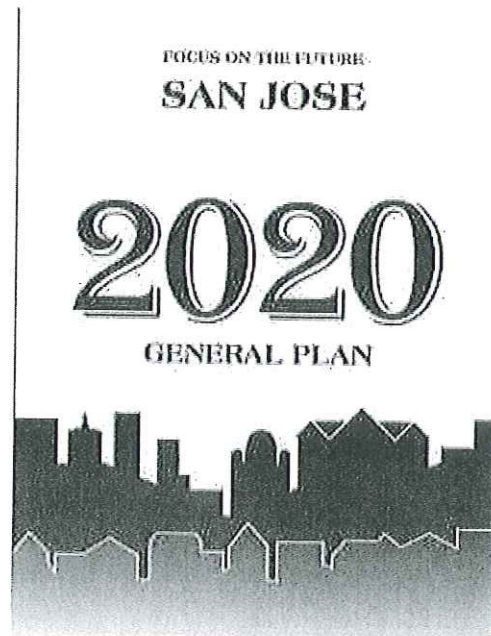
How to use it?

(links are under construction at this time)

In the TOC you will find the page-location of every chapter, main title, sub-titles and appendices. We have created links to every *chapter* and *main title* to make it easy for you to navigate through the document.

- Chapters Titles are indicated in bold capital letters.
- Main Titles are indicated in capital letters.

EXHIBIT **4**



V. LAND USE/TRANSPORTATION DIAGRAM

Pedestrian Priority Areas Diagram

Walking is an important mode of transportation in San José for a wide variety of trips, such as accessing transit, attending school, shopping, visiting parks, and enjoying the outdoors. To accommodate this variety of pedestrian activity, all streets in San José should have sidewalks, street trees, and features to provide a pleasant, safe, and convenient walk, and accessibility to people with disabilities. Development should be oriented to the pedestrian to facilitate increased walking citywide. Pedestrian activity is also planned along the Scenic Routes and Trails, as discussed in the next section.

Some areas of San José already have significant pedestrian activity, such as the Downtown Core and Frame Areas, and Neighborhood Business Districts. Other locations are planned for extensive pedestrian activity to encourage transit ridership, such as the Midtown Planned Community. The Pedestrian Priority Areas Diagram depicts the areas with expected high levels of pedestrian activity. The General Plan, through specific land use designations and/or policy, requires pedestrian friendly development and land uses which best support these pedestrian activity areas. The intent of the Pedestrian Diagram is to encourage and facilitate a physical environment conducive to higher levels of walking. Urban Design and Pedestrian Facilities Policies contained in the General Plan identify design considerations for streets with high pedestrian volumes. The pedestrian Diagram identifies two types of pedestrian facilities:

Pedestrian Corridors: The corridors include the Transit-Oriented Development Corridors and neighborhood shopping streets. The Pedestrian Corridors are intended to increase neighborhood

connectivity, and linkages to transit stations or Pedestrian Cores.

Pedestrian Cores: The cores include the Downtown Core and Frame Areas, areas around rail stations, and the Planned Communities of Rincon South, Jackson-Taylor, Midtown, Tamien, and Communications Hill. For light rail stations, the area is defined by a circle with a radius of 2,000 feet. For CalTrain, BART, or other heavy rail stations, the area is defined by a circle with a radius of 3,000 feet.

SCENIC ROUTES AND TRAILS DIAGRAM

San José extends across the Santa Clara Valley floor and enjoys many exceptional views of the surrounding hillsides. In addition, many creeks and other natural wooded areas cross the valley floor providing natural linear pathways. These attributes provide the City of San José with many scenic and recreational opportunities. The Scenic Routes and Trails Diagram identifies San José's most outstanding natural amenities and establishes guidelines to develop and preserve these resources.

Scenic routes, trails and pathways are incorporated into a single plan because they share many of the same characteristics and locations. They all provide scenic views of the natural areas of San José and are linear in form. Because these designations strive for many of the same objectives they sometimes overlap and are incorporated into corridors that provide access to both scenic resources and outdoor recreational opportunities.

Scenic Routes

San José possesses outstanding scenic qualities in both its urban and rural communities. These qualities require a

V. LAND USE/TRANSPORTATION DIAGRAM

Urban Throughways are also designated as scenic routes on the Scenic Routes and Trails Diagram. This designation includes all the

State and Interstate Highways that traverse through San Jose's Sphere of Influence. An Urban Throughway is defined as the actual right-of-way of the scenic route, the shoulders and any adjacent public improvements which accompany such a route. The presence of outstanding manmade or natural resources in an urban area also play a part in determining the size and location of these throughways.

Landscaping in Urban Throughways should be used to supplement and enhance the adjacent land. Landscaping along these thoroughfares will provide a foreground framework or a clearing for longer distance views, and will also screen unsightly views or uncharacteristic land uses.

Commercial and industrial development adjacent to Urban Throughways should be attractive and have a high quality of architectural design. These developments should be sufficiently spaced to preserve the scenic character of the thoroughfare.

Attractive and convenient Urban Throughways present a positive image for San José. Many of these thoroughfares are "gateways" or entryways to the City and should provide the best possible views of the urban environment. In developing a network of beautifully landscaped and well designed highways, San José will be able to promote a positive community image and identity.

Trails and Pathways

San José is an area rich in natural and scenic resources. Many areas of significant natural value surround and traverse the City including the baylands, the mountain ranges and the many streams that flow through the urban area itself. In addition, an extensive

system of regional parks and open space preserves are accessible to the residents of San José. They are developed by the City, Santa Clara County, the Midpeninsula Regional Open Space District, the State and the National Wildlife Refuge. These facilities currently provide many existing trails and are focal points for the Countywide trail system.

Two regional trail systems are planned for the Bay Area: 1) the San Francisco Bay Trail, a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays; and, 2) the Bay Area Ridge Trail, a regional system of recreational trail corridors planned to encircle the Bay Area via the surrounding mountain ridges. Portions of the Bay Trail and portions of the short term alignment of the Ridge Trail are already included on the Scenic Routes and Trails Diagram. The City should continue to work with other agencies in the development of a short term alignment for the Ridge Trail connection across North Coyote Valley between the foothills of the Santa Cruz Mountains and the Diablo Range and a long term alignment for the Ridge Trail through the Santa Cruz Mountains and the Diablo Range within the City's Sphere of Influence.

Trails and Pathways Corridors are the interconnecting trail system in the City of San José, providing many important access links to the regional parks and open spaces in or adjoining the City. The Scenic Routes and Trails Diagram indicates these focal points and designates the most feasible and accessible routes to develop trails. Many of these corridors follow the existing creeks and riverbeds and include the public and quasi-public rights-of-way of the Santa Clara Valley Water District and other agencies. Some rights-of-way linkages across private property may be required. As the trail and pathway network continues to develop, joggers, hikers, equestrians and bicyclists

will be able to enjoy trail experiences not commonly found in an urban environment.

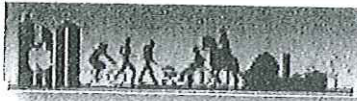
As mentioned above, a trail system provides diverse recreational opportunities for all segments of the population. Of course, not all of these uses will be feasible for all trail locations. However, the varied needs of hikers, equestrians and bicyclists will be accommodated where appropriate in the trail corridors. Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

The types of trails which can be located in a designated Trail and Pathway Corridor are:

- **Hiking, Walking and Jogging:** Hiking trails provide the most universal trail opportunities and are included in all the trail corridors of the Plan. The most common user of this type of trail includes school children, joggers and families. Hiking trails in rural undeveloped settings need not be elaborate to provide adequate passage. These trails could consist of an unpaved erosion resistant path that avoids excessive grades and has been cleared of brush to meet the basic requirements of a hiking trail.
- **Equestrian Trails:** Equestrian trails can be found in the South San José and Almaden areas of the City. These trails often share routes with hiking trails because of their similar basic requirements. Equestrian trails, however, require greater horizontal and vertical clearance in order to provide safe passage for both horse and rider. The potential for soil erosion should also be considered in the development

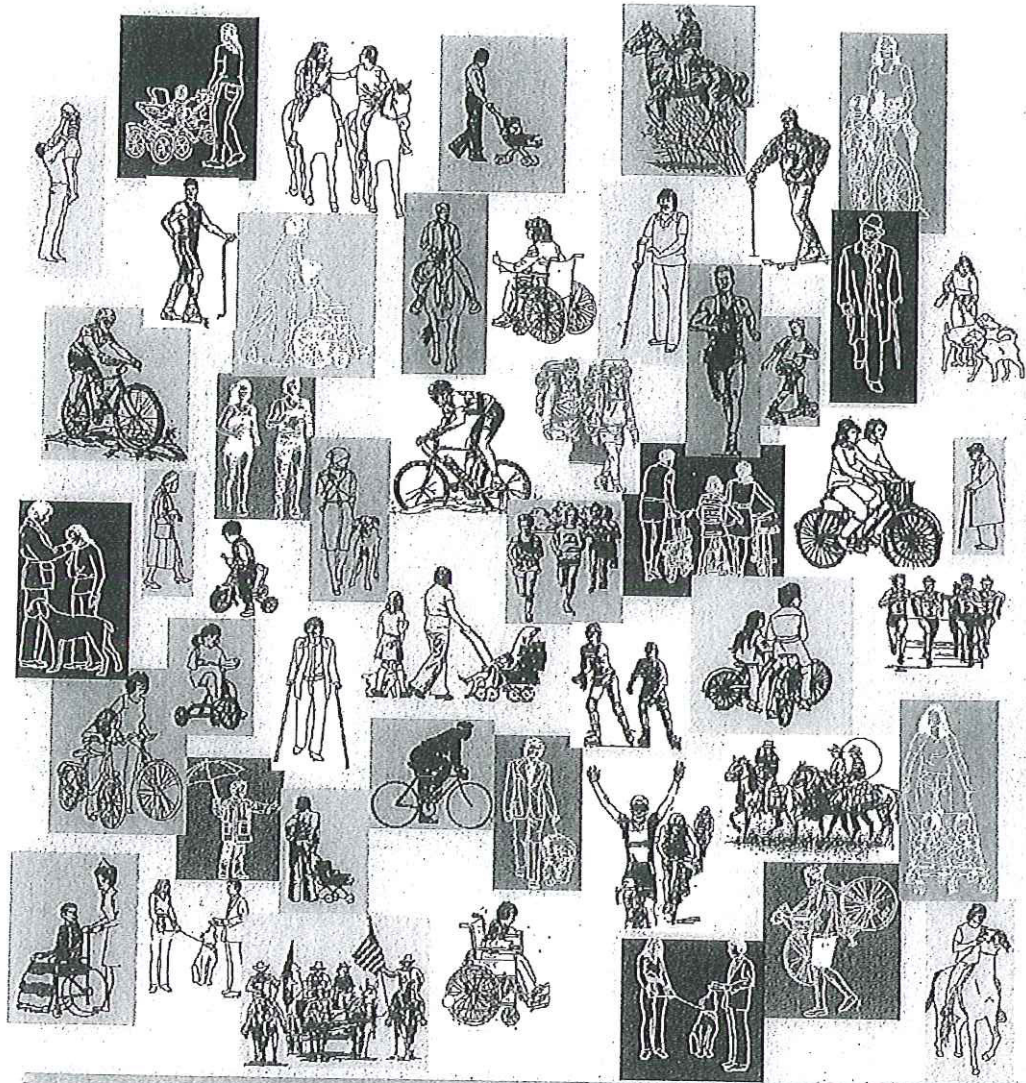
of an equestrian trail. Special facilities for staging and watering horses should be encouraged along designated equestrian trails.

Bicycle Paths: Bicycle paths are generally separated from the roadway and provide a paved surface for bicyclists. Typically they are also open to pedestrians. Riparian corridors and levies along the waterways can provide an ideal setting for bicycle paths. An example of an existing bike path is the Coyote Creek Trail. In order to extend the network of bicycle paths throughout the City, hiking trails may be paved where feasible to allow off-street connections for bicyclists to desirable urban and natural recreation destinations and to employment centers. ■



Uniform Interjurisdictional Trail Design, Use, and Management Guidelines

In Fulfillment of County General Plan Policy PR-TS(i) 6A)



*Santa Clara County
Interjurisdictional Trails Committee*

A Program of the Santa Clara County Trails Master Plan

April 15, 1999

EXHIBIT

5

P.1



What is an Urban Trail?

TRAIL EXPERIENCE LEVELS

One way of designing and managing trails is to define them in terms of the user's experience. For both the trail manager and the user, trail opportunities may be expressed in terms of three principal components: the activities, the setting, and the experience. Table 1 presents an overview of design and management characteristics for three different trail experiences.

The 1995 *Santa Clara Countywide Trails Master Plan Update* routes, in their entirety, provide for the full spectrum of the trail experiences identified in Table 1. The Uniform Interjurisdictional Trail Design, Use, and Management Guidelines are directed towards the "High Volume /Urban Experience" column of the table. Conversely, the trail design, use and management guidelines provided in the 1995 *Santa Clara Countywide Trails Master Plan Update* generally apply to the "Low Volume/Isolated Experience" and the "Moderate Volume /Natural Experience" columns of the table.

TABLE 1: TRAIL EXPERIENCE LEVELS

Design and Management Characteristic	LEVEL 1		LEVEL 2		LEVEL 3	
	Low Volume / Remote Experience		Moderate Volume / Rural Area or Natural Experience		High Volume / Incorporated Urban Experience	
General Setting						
Manipulation of surrounding environment	Few, if any, structures and cultural improvements evident; surrounding drainages natural in character		Some structures and cultural improvements evident		Structures and other cultural improvements (parks, plazas, streets) nearby and readily evident; surrounding drainages typically channelled with levees	
Street crossings	Few, if any		Occasional		Occasional to Frequent	
Physical Parameters						
Tread width and design	Optimum width varies		Optimum width varies; 8' (2.4 m.) minimum for paved trails		12' to 14' (3.7m. to 4.7m.) optimum width; designed with turning radii to accommodate multiple use as fire lane.	
Tread surface and materials	Natural Surface		Natural, reinforced, or paved surface		Paved surface with some use of natural surfaces in special circumstances	
Shoulder width, surface and materials	None		2' (0.6 m.) free area minimum on either side of trail		2' (0.6m.) free area minimum on either side of trail; 5' (1.5 m.) optimum width to accommodate varied uses	
Shoulder materials	None		Natural materials		Natural materials, turf, compacted decomposed granite	
Striping	None		On paved trails, centerline striping around blind curves and marking for all posts and bollards located in trails; otherwise none		Centerline striping around blind curves and along trail if use warrants; marking for all posts and bollards located in trails	
Signing	Limited to trail name, regulation and safety; wood signs and standards		Trail identity regulations and safety signs; wood signs and metal standards		Full sign program; metal signs and standards	
Access barriers	Gates and bollards as needed; wood standards		Gates and bollards; wood and metal standards		Gates and bollards; metal or composite plastic standards	
Trail grades (ADA requirements)	12.5% maximum		10% maximum		8.33 % maximum	
Curbs / mow strips	None		None		Separating turf areas from trail tread	
Walls and fences	As needed		As needed		As needed	

UD - 2.0
TRAIL DESIGN
UD - 2.1 (††)
Trail Setting

The public lands or easements that comprise the trail setting should not preclude the viability of adjacent uses. The trail setting should allow sufficient width for management activities and/or buffer space from adjacent uses.

Table UD-2 lists optimum widths for trail settings based on generic urban land use designations.

Table UD-2: Trail Settings

Land Use ⁽¹⁾	Optimum Trail Route Easement / Right-of-way ⁽²⁾
Low Density Residential	30 feet (9.1 m)
High Density Residential (apartment, condominium, townhouse)	30 feet (9.1 m)
Commercial	30 feet (9.1 m)
Light Industrial / Office Research	50 feet (15.2 m)
Transportation	30 feet (9.1 m)
Industrial	30 feet (9.1 m)
Parks / Open Space	50 feet (15.2 m)
Schools / Institutional	50 feet (15.2 m)

(1) Land use designations are generic and may vary based on local General Plan designations

(2)

UD - 2.2
Tread Width

UD - 2.2.1 (†) Trail tread width should be determined by amount and intensity of trail use and field conditions such as topography, vegetation and sensitivity of environmental resources. Where treads are narrower than 8 feet (2.4 m), such as on access routes to levee trails, they should be signed and wider turn-out / passing areas should be provided at regular intervals. In most cases these trails should not be narrower than 6 feet (1.8 m) in order to allow two wheelchairs to pass easily. Safety and regulatory signs should be used to notify the trail user of a transition of trail widths or of other conditions that may exist. (See also: Figures S-7, S-8 and S-9).

UD - 2.2.2 (†) Shared-use trails should be designed as paved two-way paths and should have an optimum width of 12 feet (3.7 m) with a center stripe (See also: Guideline UD - 4.11) and minimal 2-foot (0.6 m), flush graded shoulders or clear

The following symbols relate these guidelines to the 1995 Santa Clara Countywide Trails Master Plan Update as follows:

No Additional Symbol: Guideline the same

(†) Guideline is substantially the same but modified or amended for urban trail conditions

(††) New guideline not in the 1995 Santa Clara Countywide Trails Master Plan Update

* Guideline serves as a mitigation measure to reduce an environmental impact.

Final: April 15, 1999

© Note: All information outlined herein is for planning purposes only and is subject to change

P. 4

space on each side of the trail. A 2-foot (0.6 m) minimum vegetation clearance should be maintained on each side of the trail. All brush over 12" in height and 1/2" diameter that extends into the trailway should be pruned. (See also: Figures T-1, T-3, T-4, T-5A, and T-5B).

**UD - 2.3(†)
Trail Grades**

Grades along trail treads should be held to a minimum. Longitudinal grades of 5% or less are desirable. Longitudinal grades should not exceed 8.33%. (See also: Guideline UD-3.5.4 and Figure T-1).

**UD - 2.4
Accessible Trails**

UD - 2.4.1 (†) Where feasible, the design of countywide trails should recognize the intent of the American With Disabilities Act (ADA) and should emphasize accessibility for everyone. (See also Guideline 4.2). To determine feasibility and the degree to which trails should be designed for whole-access, the overall terrain conditions of the area surrounding the trail route should be referenced. As an initial reference, three general accessibility zones are: Valley Floors; Foothills; and Mountains. Table UD-3 defines the general slope characteristics of each of these zones. The final definition of each zone as it pertains to a particular trail alignment should be made only after detailed site investigations have been conducted.

Table UD-3: Ranking Access Conditions by Topography

Criteria	Accessibility Zone		
	Easy Level of Access (e.g. Valley Floor)	Moderate Level of Access (e.g. Foothills)	Difficult Level of Access (e.g. Mountains)
Average slope conditions *	< 10%	11% - 20%	> 20%

* Average slope applies to entire landscape surrounding the trail and is not limited to the trail alignment. Landscapes with an average slope of less than 10% should be designed to accommodate ADA requirements.

UD - 2.4.2 (†) Table UD-4 summarizes trail design criteria to be used for the three general accessibility zones described in Table UD-3. All countywide trail routes within the Valley Floor zone should be designed to meet guidelines

The following symbols relate these guidelines to the 1995 Santa Clara Countywide Trails Master Plan Update as follows:

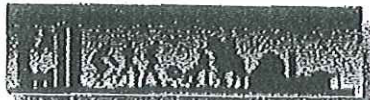
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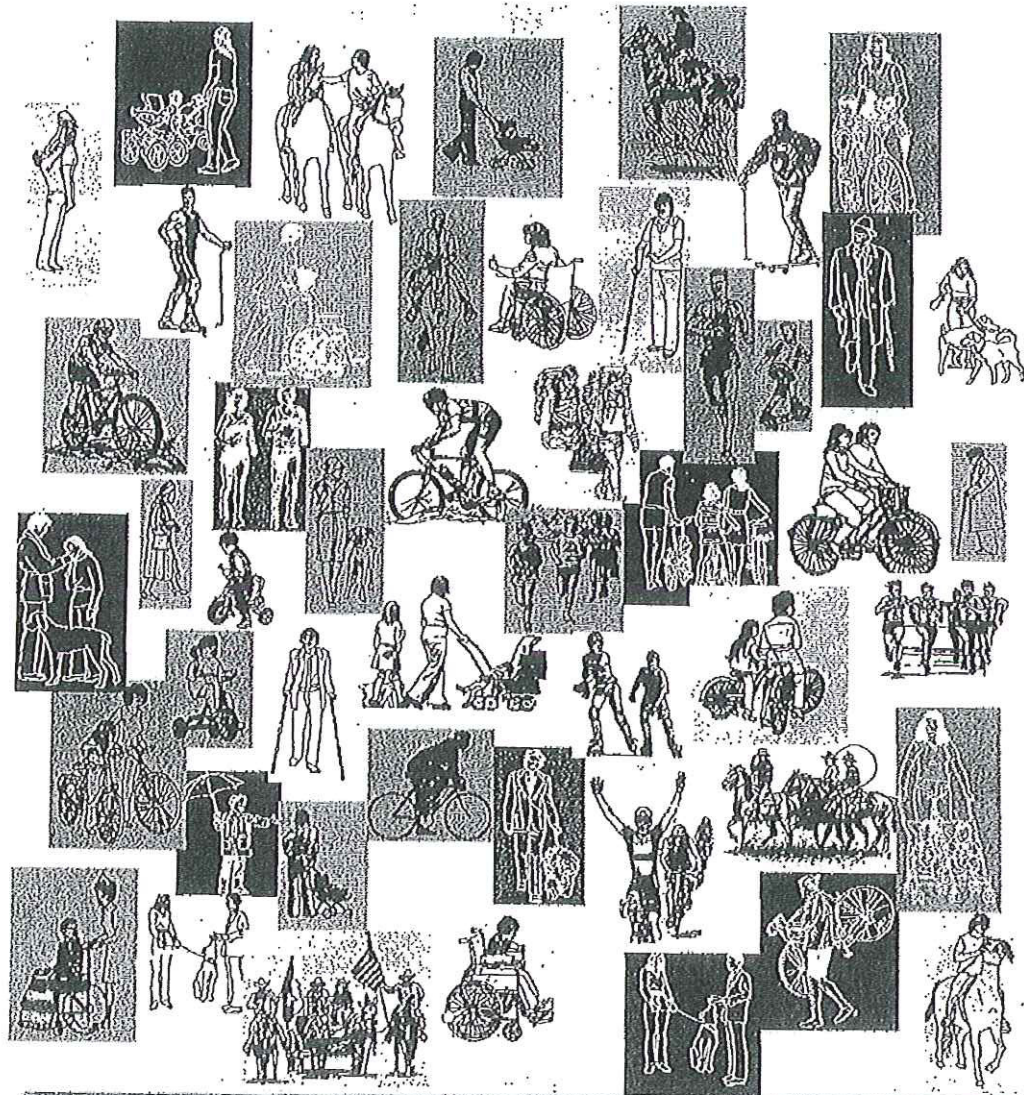
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Page 1

P. 5



Trail Design Guidelines



Uniform Interjurisdictional Trail Design, Use, and Management Guidelines

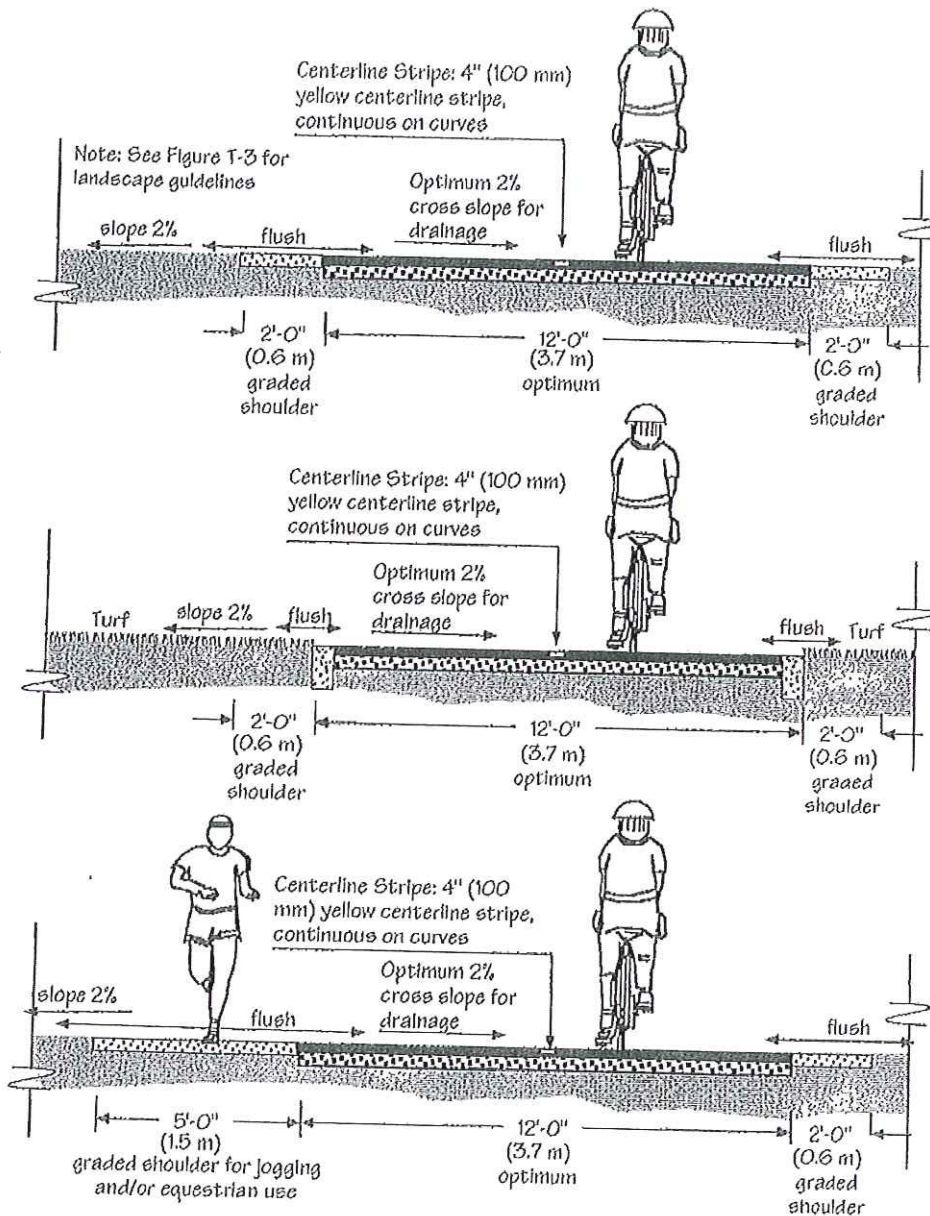
Santa Clara County

Interjurisdictional Trails Committee

A Program of the Santa Clara County Trails Master Plan

Urban Shared-Use Trail Sections T-1

Uniform Interjurisdictional Trail Design, Use, and Management Guidelines
Santa Clara County Interjurisdictional Trails Committee



Paved Trail
(See Figure T-2, A and B)

Section
A

Paved Trail
in Turf Area
(See Figure T-2, C)

Section
B

Combination Paved Trail and
Unpaved Jogging Trail
(See Figure T-2, A and B)

Section
C

Related Policies: UD-2.2.2; UD-3.5.4; UD-4.11.1; UM-3.4

Notes:

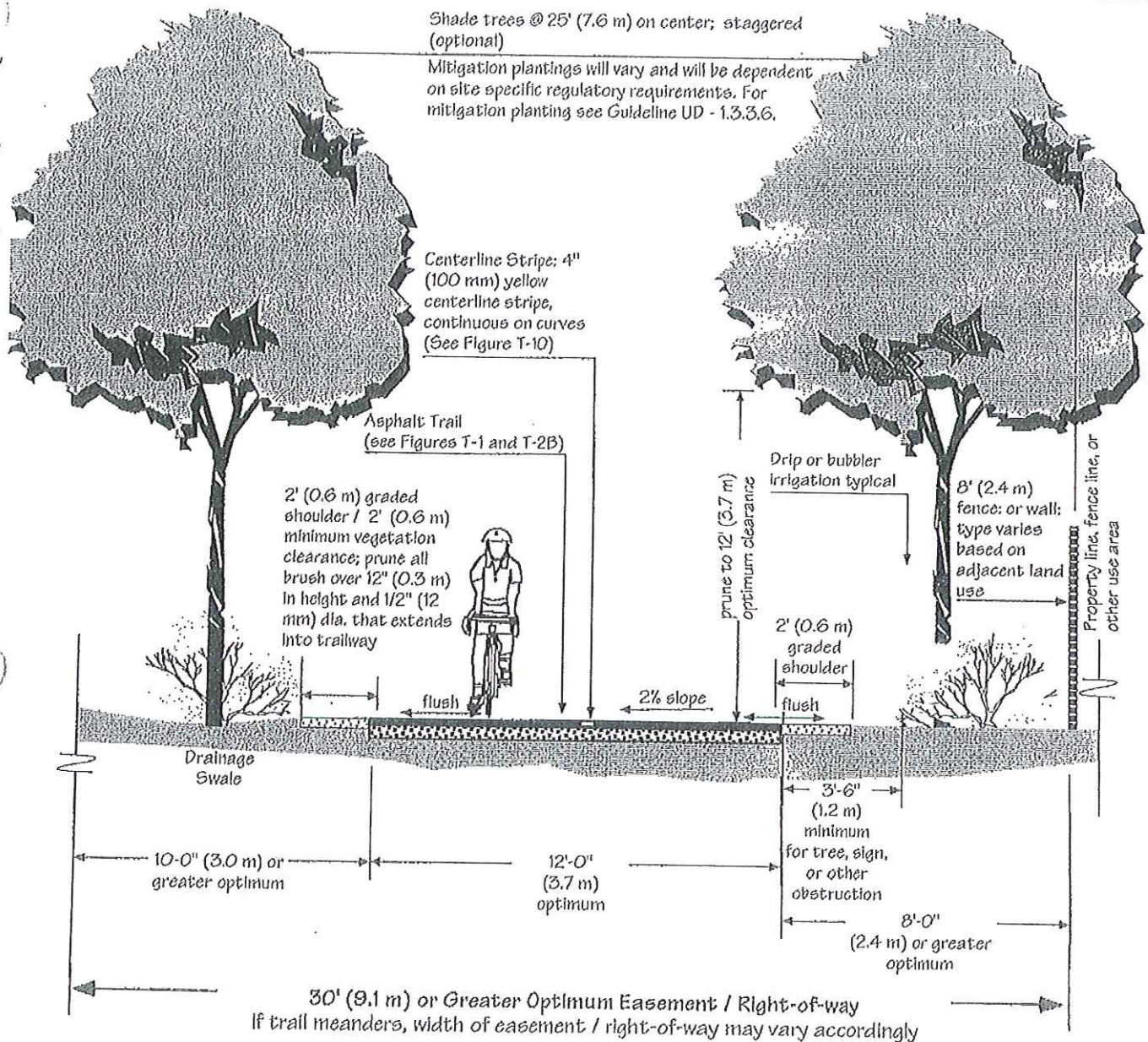
- For natural-surfaced trail cross-sections and urban Shared-Use Trails that include an equestrian shoulder, refer to the 1995 Countywide Trails Master Plan, Figures G-2 and G-3.
- Trail shoulders: 2' (0.6 m) graded shoulder; 2' (0.6 m) minimum vegetation clearance; prune all brush over 12' (3.7 m) in height and 1/2" (12 mm) dia. that extends into trailway.
- Centerline stripes should be used along trails. Solid centerline stripes should be used where there is heavy use, on curves greater than 100 feet long (30.5 m) with restricted sight distances, and where the path is unlighted and nighttime riding is expected. Dashed stripes should be used where there is heavy use but only where sight distances permit.
- "Optimum": The best or most favorable condition for a particular trail situation from the perspective of responsible management
- Reference Also: Highway Design Manual, Chapter 1000 Bikeway Planning and Design; Topic 1003 - Design Criteria; and Topic 1004 - Uniform Signs, California State Department of Transportation.

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Urban Trail with Adjacent Landscaping T-3

Uniform Interjurisdictional Trail Design, Use, and Management Guidelines
Santa Clara County Interjurisdictional Trails Committee



Related Policies: UD-2.2.2; US-3.3; UD-1.1.4; UD-4.11.1; UM-3.3

Notes:

- Maximum grade of 5% is optimum; 8.33% maximum for short sections.
- Centerline stripes should be used along trails. Solid centerline stripes should be used where there is heavy use, on curves greater than 100 feet long (30.5 m) with restricted sight distances, and where the path is unlighted and nighttime riding is expected. Dashed stripes should be used where there is heavy use but only where sight distances permit.

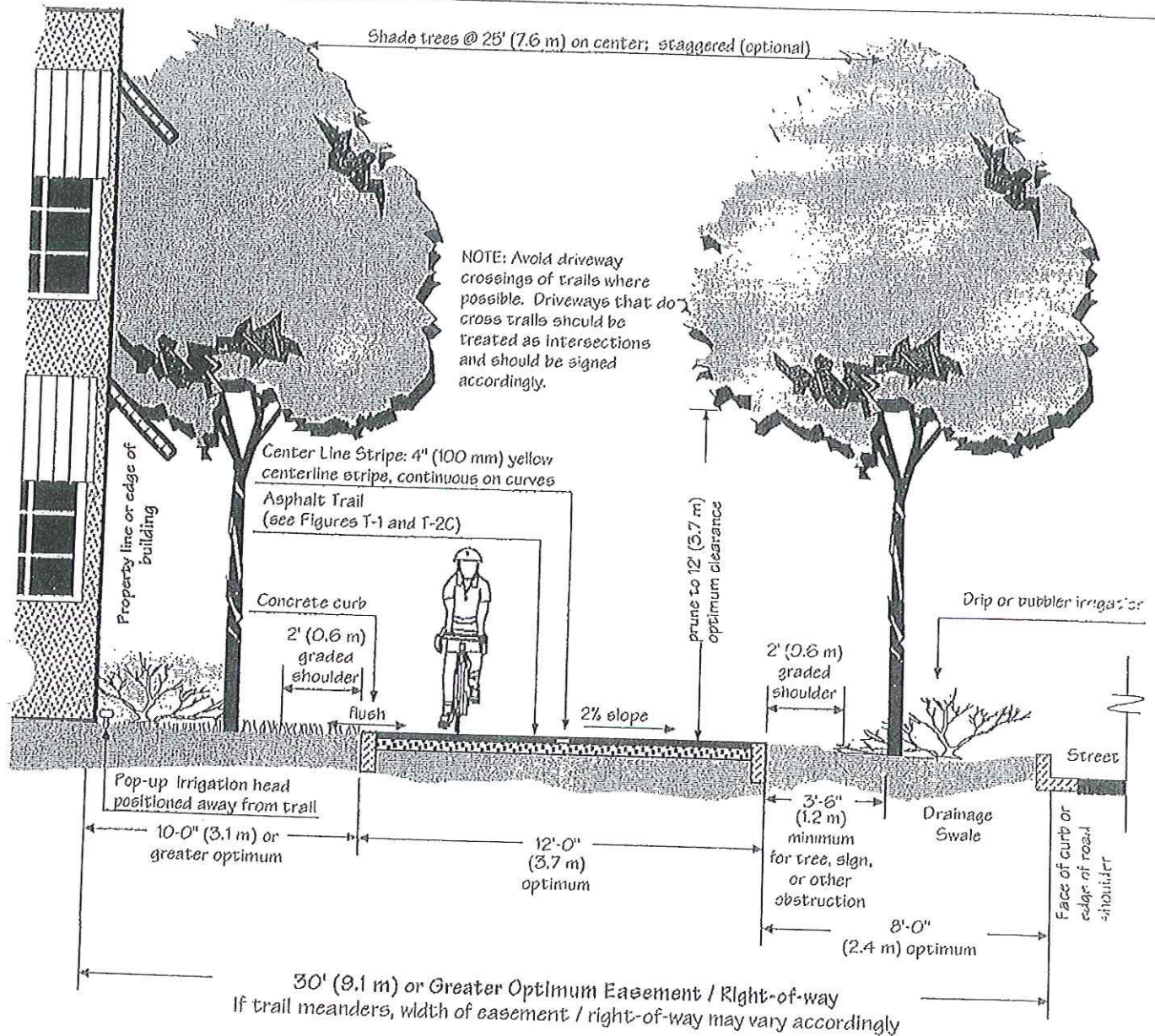
- "Optimum": The best or most favorable condition for a particular trail situation from the perspective of responsible management
- Reference Also: Highway Design Manual, Chapter 1000 Bikeway Planning and Design; Topic 1003 - Design Criteria; and Topic 1004 - Uniform Signs. California State Department of Transportation.

Final: April 15, 1999

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T-4 Trail Adjacent to Street with Landscaping

Uniform Interjurisdictional Trail Design, Use, and Management Guidelines
Santa Clara County Interjurisdictional Trails Committee



Related Policies: UD-1.1.1; UD-1.1.2; UD-2.2.2; UD-3.5.6; UD-4.11.1; UM-3.3; UM-3.4

Notes:

- Maximum grade of 5% is optimum; 8.33% maximum for short sections
- Trail shoulders: 2' (0.6 m) graded shoulder / 2' (0.6 m) minimum vegetation clearance; prune all brush over 12' (3.7 m) in height and 1/2" (12 mm) dia. that extends into trailway.
- Centerline stripes should be used along trails. Solid centerline stripes should be used where there is heavy use, on curves greater than 100 feet long (30.5 m) with restricted sight distances, and where the path is unlighted and nighttime riding is expected. Dashed stripes should be used where there is heavy use but only where sight distances permit.
- "Optimum": The best or most favorable condition for a particular trail situation from the perspective of responsible management
- Reference Also: Highway Design Manual, Chapter 1000 Bikeway Planning and Design; Topic 1003 - Design Criteria; and Topic 1004 - Uniform Signs. California State Department of Transportation.

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